The net foreign exchange earnings on revenue account by Indian shipping industry during 1988-89 is estimated at Rs. 672 crores.

(d) Following steps have been taken by the Government to increase the share of Indian shipping:—

(i) India has entered into bilateral shipping agreements with some countries which provide for parity in cargo liftings and freight earnings;

(ii) There are standing instructions to Public Sector Undertakings/ Government Departments to negotiate as far as possible, C&F exports and FOB imports;

(iii) Share of Indian shipping lines in the carriage of Iron-ore exported by MMTC has been brought up through successful commercial negotiations.

(iv) In the case of export shipments carried from Indian ports in Indian vessels to discharge port in overeas market the exporters are given the REP licence on the exports in question at the rate of 10 per cent higher than their normal replenishment rate, i.e. 11 per cent as against the normal rate of 10 per cent and so on.

Maintenance of Aircraft

927. SHRI D. B. CHANDRE GOWDA: Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) whether Government have set up a high level committee under the Chairmanship of CMD of National Projects Construction Corporation Limited to examine the induction and training of engineers, condition of workshops and equipments and other various matters connected with adequate maintenance of aircraft in the Indian Airlines;

(b) if so, what is the full composition of the Committee;

(c) by when the Committee is likely to submit its report to Government; and

(d) what are the details of the aspects on which Committee propose to examine?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION AND TOURISM (SHRI SHIVRAJ PATIL): (a) Yes, Sir.

(b) The composition of the committee is:

1. Sh. J. K. Mehra, Chiarman

2. AVM Gowrie S. G. Thate, Air Headquarter—Member

3. Sh. R. K. Hasija, Air India—Member

4. Sh. K. B. Ganesan, Former DGCA—Member

5. Sh. S. P. Marya, Dy. DGCA—Member.

(c) The Committee has been asked to submit its report within 4 months.

(d) The terms of reference of the Committee is to examine the induction and training of engineers, the conditions of workshops and equipmment, awarding of various licences and endorsements, maintenance procedures and all other matters connected with adequate maintenance of aircraft in Indian Airlines. It will also examine the aspects of requlatory control and monitoring procedures of air-worthiness.

Acquisition of Defective Vessels by Shipping Corporation of India

928. SHRI HARVENDRA SINGH HANSPAL: Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) whether the Shipping Corporation of India has acquired defective vessels from Romanian and East German Shipyards;

(b) if so whether the Shipping Corporation of India has yet to pay nearly Rupees 10 crores of the contract price;

(c) if so, whether Government propose to fix responsibility for the purchase of defective vessels etc; and

(d) if so, what are the details thereof?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI RAJESH PILOT): (a) and (b) The Shipping Corporation of India has acquired vessels from Romanian and East German Shipyards. Some defects in the Crane and Auxiliary Engines were noticed in these vessels subsequently. No amount is outstanding for payment against the shipyards.

(c) No, Sir.

(d) Does not arise.

Rail accidents

929. SHRI CHIMANBHAI MEHTA: Will the Minister of RAILWAYS be pleased to state:

(a) what is the number of railway accidents which took place during the last three years, indicating the number of casualties and number of persons injured during this period;

(b) what are the main causes of the accidents and what remedial measures are being taken by Government; and

(c) whether it is a fact that railway tracks are not properly maintained and there is no effective coordination between various wings of the Railways?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MAHABIR PRASAD): (a) Number of freight and passenger train accidents during the last three years and number of casualties therein is as under:—

Year	No. of accidents	No. of casualties	
		Killed	Injured
1986-87	644	267	777
1987-88	604	216	473
1988-89	545	244	840

(b) Failure of railway staff, equipment failure and failure of road users were the major causes of accidents.

The following steps are being taken to prevent accidents;

(i) Greater emphasis on training, refresher courses, etc. to safety categories of staff viz., drivers, station masters assistant station masters, guard, switchmen and cabinmen etc.

(ii) Revamping of training systems, methods and procedures, etc. through use of modern teaching aids like slide projectors, practical demonstrations, etc.

(iii) Greator emphasis upon rehabilitation of rolling stock, including passenger coaches.

(iv) Increased pace of track renewals.

(v) Induction of sophisticated technology of supplement human vigilance viz., auxiliary warning system, axle counters, etc.

(vi) Ultrasonic testing of axles and rails.

(vii) Modernisation of workshops to improve the quality of repairs and maintenance.

(viii) Educative campaigns through the medium of All India Radio Doordarshan for educating the road users about the precautions to be observed while negotiating level crossings.